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1. There is an airfield just west of Lyubertsy (55°40'N/37°51'E), Moscow Oblast, west of the road to Moscow, near a machine factory. It was bordered by woods on the northwest. Three hangars stood at the southern edge of the field; runways or taxiways were not observed.
2. About 50 single-engine fighters and 100 to 150 twin-engine planes, some of them commercial craft, were stationed at the field. (1) and (2)
3. There was regular flying. The military planes flew individually and in squadron formation. Parachute jumps made individually and in groups of up to ten men were continually practiced.
4. Lyubertsy airfield, located west of the agricultural machine factory, was 1,500 meters square. It was partly surrounded by woods and had no runways or taxiways. Two hangars, one repair hangar, an administration building with a weather station and a three-story stone building about 40 x 12 meters were located on the south-eastern edge of the field. The road to Moscow passed about 150 meters NE of the field. Soviet civilians said that another road to Moscow ran along the southern border of the field.
5. About 40 twin-engine planes, which were parked in the SW corner of the field and were seldom flown, (2) and about 30 twin-engine planes were stationed at the field. The latter planes were fitted with radial engines projecting a little beyond the trailing edge of the wing, single rudder assembly, landing gear retracting rearward, and a fixed tail wheel. The fuselage of the craft looked somewhat plump; it had a door at the trailing edge of the wing with windows on both sides of it. Soviets said that this plane was an Ilyushin design. (2) In addition to these planes five twin-engine planes (radial engines, single rudder assembly, landing gear retracting rearward, elliptical wings, and a nose wheel retracting rearward), (3) eight single-engine craft (in-line engine, landing gear retracting inward, straight leading edge of wings, very good rate of climb), (1) and three biplanes, in addition to one high-wing monoplane with rigid landing

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gear, were also stationed at the field.

6. There was intensive flying at the field. As many as twelve planes were frequently in the air at the same time. Formation flying was done exclusively with the twin-engine IL type planes and the single-engine fighters. While the twin-engine planes took off and flew in formations of three, the fighters practiced take-offs and formation flying in groups of up to five planes. The fighters performed all aerobatic figures while flying in formation. All the aircraft types stationed at the field made individual flights, mostly landings and take-offs being practiced.
7. Parachute jumps were made only from IL-type aircraft, nine men jumping from every plane in the following procedure: At the first approach a test jump was made by one parachutist, the other eight men jumped at the second and third approaches in groups of four and leaving the plane in rapid succession. The jumps were made from an altitude of about 400 meters. The parachutes opened shortly after the jump, so that it seemed as if they were connected with the plane by a static line. It was often observed that two parachutes of equal size opened shortly after the parachutists had jumped. Some of the parachutists were 20 to 30-year-old workers from the agricultural machine factory. Only one accident was caused by a failure of the parachute during the period from July 1947 to October 1949.
8. Many courier and commercial planes landed at the field.
9. The field had boundary and obstacle lights for night landings. The runway and landing strip were illuminated by searchlights mounted on trucks. A revolving searchlight was on the roof of the administration building. Night flying could be detected only from the roar of engines.
10. Lyubertsy airfield, which is located near the machine factory, had five hangars, an engine test stand and an administration building. It measured about 600 x 1,000 meters.
11. The following aircraft were stationed at the field:
 - a. About 35 IL-2 planes (known from the war). (1)
 - b. About 150 twin-engine Douglas transports. (2)
 - c. About 30 twin-engine IL-12 transports. (3)

(These type designations were learned from the Soviet sentries and from the Soviet press.)

 - d. Some U-2 biplanes and two trainers called D-9s by the Soviets. (4)
 - e. Fighters with a radial engine similar to the German Focke-Wulff.
12. The field had boundary and obstacle lights.
13. Many air force officers were seen every morning walking along the road in the direction of the field.
14. One four-engine plane was seen once over the field. A small plane was suspended from it. The parasite was not released during the period of observation. (5)

Comments.

- (1) It is not clear whether fighters or IL-2 ground attack planes are concerned. From paragraph 5 it is believed that at least one fighter squadron was stationed at the field.
- (2) Most of the planes stationed at the field seem to have been twin-engine Douglas commercial or transport planes. However, the mentioned 150 aircraft is believed to be greatly exaggerated. The planes called Ilyushin designs in paragraph 5 are also Douglas types

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- [REDACTED]
- (3) The features of the IL-12 type were mentioned correctly, so that it is probable that such planes also are stationed in Lyubertsy.
- (4) An aircraft of E-9 type is unknown. The plane cannot be identified.
- (5) Four-engine planes with satellite planes under the wings have often been observed over Moscow.

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